

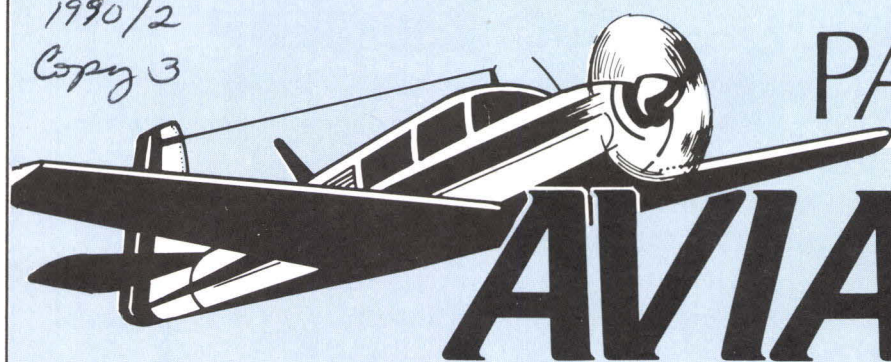
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STATE DOCUMENTS



PALMETTO

Volume 42, Number 2

Published by the S.C. Aeronautics Commission

February, 1990

Aerial Applicators Convene in Myrtle Beach

Underground Storage Tanks, Federal Drug Testing on agenda

Drug-testing, chemical restrictions, underground storage tanks and license regulations are items on every aerial applicator's mind, but none are as important as the weather.

Each of these topics was covered at the annual convention of S.C. Agricultural Aviation Association members at the Radisson Resort in Myrtle Beach last month.

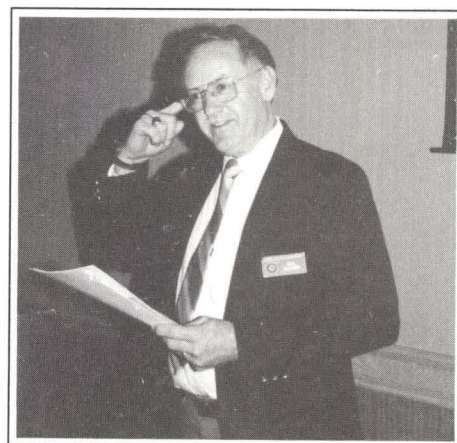
Not only was the convention geared toward highlighting basic concerns of the industry but also as a way to gain recertification of important aerial applicator licenses. During the conference,

both the pre-test and post-test were administered by Clemson University's Cooperative Extension Service.

However, the main concern, profitability, was not mentioned on the formal agenda.

According to Dr. Mac Horton, of Clemson University's entomology extension service, "I think the business side of aviation looks pretty good, depending on the weather cycles. If we get some cooperation from the weather, prospects are real good. Cooperation means — how often (the applica-

See Aerial Applicators, Page 6



Cecil Davidson of the FAA FSDO explains the new regulations on developing an anti-drug program which involves aerial applicators.

Aircraft Taxes: Are they Arbitrary?

Wrestling with taxes seems like everybody's favorite complaint and aircraft taxes seems to make most owner's blood come to a full boil.

Recently, the question concerning aircraft tax notices surfaced, so the voice of authority, the South Carolina Tax Commission was contacted.

Vicki Jinnette, spokeswoman for the Tax Commission said the aircraft tax assessments are actually based on the depreciation/sales value set by the aircraft industry itself and is published in

the Aircraft Industry Blue Book.

The value placed on an individual aircraft according to the Blue Book is then submitted to each county and, at the county tax assessor's office, the aircraft's value is multiplied by the county millage rate. Thus, the aircraft's tax rate is set.

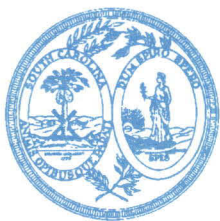
Therefore, it is possible that identical aircraft based in two separate counties will pay two different amounts, since millage rates are different for each county.

Corporations have the same value amount as individual tax

payers, but the millage rate may be different for individuals and corporations in the county or inside city limits.

If you have questions concerning your aircraft tax notice, the place to start is your local county tax assessor's office where they can assist you in placing a value on your aircraft and, perhaps, adjust the millage rate of your property.

Please be aware that the state Aeronautics Commission no longer registers aircraft and does not set aircraft depreciation or sales value.



PALMETTO AVIATION is an official publication of the South Carolina Aeronautics Commission. It is designed to inform members of the aviation community, and others interested in aviation, of local developments in aviation and aviation facilities, and to keep readers abreast of national and international trends in aviation.

The Aeronautics Commission is a state agency created in 1935 by the South Carolina General Assembly to foster and promote air commerce in the state.

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Tetrahedron For the Taking

Have you ever wanted your very own tetrahedron?

If that's been your secret dream for years, now is your chance to fulfill your wildest fantasy.

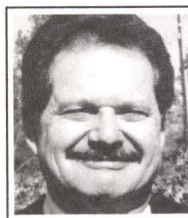
The Greenwood County Airport has a very nice tetrahedron in good condition for anyone who will haul it away.

If you're interested please contact Mike Opalak, Greenwood County, Room 203, County Courthouse, Greenwood, SC 29646; (803) 223-3422.

New Employees Welcomed at SCAC

The South Carolina Aeronautics Commission would like to welcome two new employees to the staff, pilot Joseph Saleeby and administrative assistant Jan Shealy.

Saleeby comes to the commission after spending the last several years in North Myrtle Beach working in real estate and finance. He was raised in Greensboro, North Carolina and graduated from high school there. After a short time in the Navy, he began working full time in aviation.



Saleeby

He worked as a pilot for Mid Atlantic Airways, an air taxi service operating primarily in the Carolinas. He spent a year as the pilot for John Jenrette the South Carolina U.S. Congress from the sixth congressional district. He founded, owned and operated Myrtle Beach Airlines which was located at Grand Strand Airport. There he received more than 7,000 hours of flight time. From 1980-1984, he was mayor of the city of North Myrtle Beach. Saleeby moved to Columbia in December upon taking his present job with the commission.

"Flying with the Aeronautics Commission is the top pilot's job in the State. With the people we fly, the pilots must be the best available. I am honored to be part of this team and look forward to my time here," said Saleeby.

Shealy, who began work with the Commission in mid-January, worked with the State Law Enforcement Division as an administrative assistant for the past 12 years. She was born and raised in Chapin South Carolina where she attended and graduated from Chapin High School. After graduation, she began work at SLED where she worked until coming to SCAC. When she is not hard at work at the Commission, she enjoys



Shealy

spending time out of doors either playing softball or fishing. She also likes to spend time with her seven-year-old Doberman, Scarlet. "Scarlet weighs 80 pounds and thinks she is a miniature Chihuahua," Shealy said. She looks forward to opportunity and potential as well as working with all the people at the Commission.

South Carolina Aeronautics Commission Offices are at Columbia Metropolitan Airport. **Mailing Address:** Post Office Drawer 280068, Columbia, South Carolina, 29228. **Phone:** (803) 822-5400, or 1-800-922-0574.

Warbird of The Year Presented

World War II Navy hero awarded prestigious achievement

Aviation awards are presented throughout the year from many different groups, but none is as prestigious or as well respected as Warbird of the Year.

Earlier this month, the Warbirds of Spartanburg honored one of the most well-known combat pilots of WWII as its Warbird of the Year for 1990.

George Gay, the sole survivor of Navy Torpedo Squadron 8, who witnessed the climatic Battle of Midway while floating among the warships on his life preserver, re-

ceived the prestigious award at the Spartanburg Country Club.

Warbirds commander William T. Hope, Jr. said it is a tradition for the recipient of the last year's award to present the current winner, thus Col. Robert B. Morgan of Asheville, pilot of the famous B-17 "Memphis Belle", bestowed the honor on Gay.

Gay's squadron was based on the aircraft carrier Hornet, from which he observed the takeoff of Col. Jimmy Doolittle's bombing of Tokyo.

Engineering Projects Approved for 4 GA Airports

Orangeburg Municipal Airport, Beaufort County Airport, Dillon County Airport and Corporate Airport in Pelion received funding for projects at the State Aeronautics Commission meeting in Orangeburg.

The State Aeronautics Commission held their regular monthly meeting at South Carolina State College in Orangeburg where commissioners approved \$58,750 for airport projects on Friday, January 19.

When completed, these projects will generate more than \$117,000 in total funding costs when combined with federal grants.

Commission Chairman Jim Hamilton announced the following state allocations:

- **Orangeburg Municipal Airport** — \$6,000 approved to construct an electrical vault building for storage of lighting equipment;

- **Beaufort County Airport** — \$15,400 approved for airport grading, drainage, paving and marking for stub taxiways for future T-hangar area;



Pat Rhudy of Orangeburg Aviation welcomed SCAC Commissioners, staff and dignitaries to the meeting held at SC State College.

- **Corporate Airport in Pelion** - \$1,850 approved to seal cracks and remark Runway 17/35;

- **Dillon County Airport** -- \$35,500 approved to seal and fill-in asphalt surfaces of runway, taxiways and apron and to paint markings on runway and taxiway.

All projects approved during this commission meeting are funded with 50 percent local money and 50 percent state funds.



Aviation Calendar

February 18

Breakfast Club
Alan Smoak's Airport
EAA Chapter 242
will serve breakfast
12 NM S. of CAE VOR
158 radial

February 25-27

25th Annual
Southeastern Airport
Management Seminar
Auburn University
Alabama

March 4

Breakfast Club
Dillon County Airport

March 18

Breakfast Club
Huggins Field
Timmonsville, SC

April 1

Breakfast Club
Aiken County Airport

April 8-14

Annual Sun 'N Fun
EAA Fly-In
LakeLand, FL
(813) 644-2431

April 15

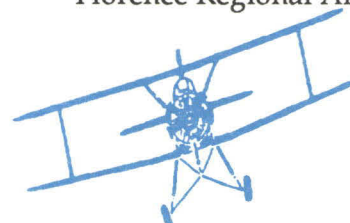
Easter Sunday
Breakfast Club
Open Date

April 29

Breakfast Club
Thomson McDuffie, GA

May 6

Breakfast Club
Florence Regional Airport



Let's go take a tour of the

By Sean Keefer

Most people think of the Columbia Metropolitan Airport as a place they go when they need to catch a flight to another city. Many people incorrectly assume the only people, aside from the employees, who visit there are either with some one flying out, or picking someone up. It is not unusual to see a group of youngsters frolicking about under the direction of a lady with a portable public address system.

More likely than not, this group is taking a tour of the airport. One of the major goals of the of the airport administration at Columbia Metro is to educate the public on how exactly the airport operates and allow people a chance to see how things are done at the airport. One way they go about this is by giving tours of the facilities and offering a "behind the scenes look at how the airport functions."

The tour program, supervised by the office of public information, started more than ten years ago.

Lynne Douglas, Public Relations Director for Columbia Metropolitan Airport handled all the tour duties until early 1989 when the tour load reached a point where it was necessary to hire a tour director whose primary duties included scheduling and supervising of the tours.

Susan Wingard, the airport's tour guide, meets the tour group and answers any questions the group may have about the

desk area. Wingard always makes it a point to take a moment and make an announcement on the public address system to show the tour group how to handle matters should they ever get lost or separated from their group while in the airport. "I'll always go over to the information desk and announce something on the PA related to the group to show them how it works,"

COLUMBIA METROPOLITAN AIRPORT

airport itself and takes a few moments to allow the group a chance to get comfortable in the airport setting before the tour actually begins.

Wingard approaches the tour as a passenger would approach a trip to the airport to catch a flight. "I have a pretend suitcase that I take to the baggage counter and show how luggage is checked in," Wingard said. The role of "passenger" is the one most people would assume if they used the airport, so the basic tours are designed to let the people see what would happen if they were to use the airport. From the baggage counter, the tour groups are shown around the lobby and information

Wingard said.

From the lobby, the group travels through the security check and out to the jetway. This allows the groups to become comfortable with the layout of the airport and they can begin to learn their way around.

"If a plane is available, we try to get on it and let the group look around," Wingard said. "Sometimes, the crew will still be in the airplane and will show them the cock pit or will talk to them about flying the plane," Wingard said. However, not every group that takes the tour gets the chance to go on a plane because since the airport owns no aircraft, the groups are at the mercy of the airlines to let them



Students (r) stand in a jetway while watching a plane takeoff. Susan Wingard (l) shows a Tiger Scout troop how luggage is checked in at the baggage counter.



Columbia Metropolitan Airport

on the planes. Often, Wingard says, she will be in the lobby area with a tour group and a pilot or crew member she has worked with before will approach her and offer to allow the group on a plane and show them around. The group then goes to the baggage claim area and airport police office before the tour ends.

In addition to the tours of the indoor facilities, an outdoor tour is also offered. If a group takes this tour, which is usually for large groups in busses, they will ride on the runway side of the airport and watch planes land and takeoff, allowing a closer, more personal look.

As well, Wingard says the airport firefighters usually come out and put on a demonstration of some of their firefighting skills. So no matter how large or small the group is, an educational tour is available for them.

"One of the purposes of the tours is to make the people feel at home while at the airport," said Lynne Davis. The tours allow people the opportunity to see things about airports they have sometimes only read about or seen in the movies., "The tours show the younger children that the airport is a place they can be comfortable in and at the same time, learn something about aviation," Wingard said.

Last year, more than 300 tours were given allowing in excess of 7,700 people to see the airport and its facilities. The tours have proven in the last ten years to be a beneficial educational tool at all levels. With the recent growth of the airport itself, there are more opportunities than ever for educational tours of the facilities.

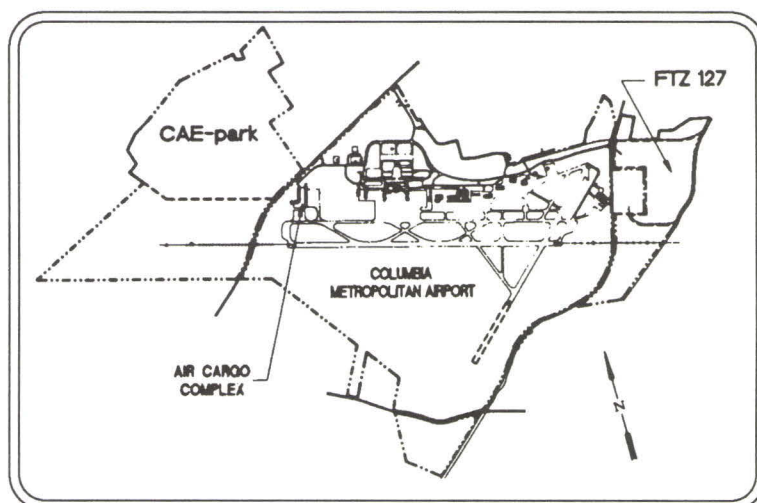
The airport is nestled on 2600 acres of land with more than 1000

employees working for more than 40 different agencies and businesses, some have their own educational programs.

Educational tours are just one aspect of the ever-growing Columbia Metro. A \$35 million terminal expansion is in the design stage, while an air cargo terminal, the Columbia Enterprise Park and Foreign Trade Zone 127 are nearing completion and will be in use soon.

The Foreign Trade Zone is 180 acre area of land secured within the airport complex. The FTZ, the US Customs Service, Port of Columbia offices are housed in a new facility across the Edmund Highway. The FTZ and Port of Columbia have been responsible for a tremendous growth in cargo handled in recent years. The duties collected in 1987 were over \$6.5 million. In simple terms the FTZ is a duty free area within a secure customs port of entry. Products can be brought in the FTZ for processing then re-exported with no payment of duties.

The tours are equally fun for



both young and old. On the average there are three tours a day. If a group has a specific area of interest a tour can be requested for their need. If you are interested in enjoying one of the tours, contact the Columbian Metropolitan Airport at least two weeks in advance at 822-5290 to schedule a tour.



(Above) Students watch as Wingard shows how a passenger might start their trip. Students (l) take a moment to play in the indoor fountain in the lobby of Columbia Metro.

Aerial Applicators discuss hot topics

Continued from Page 1

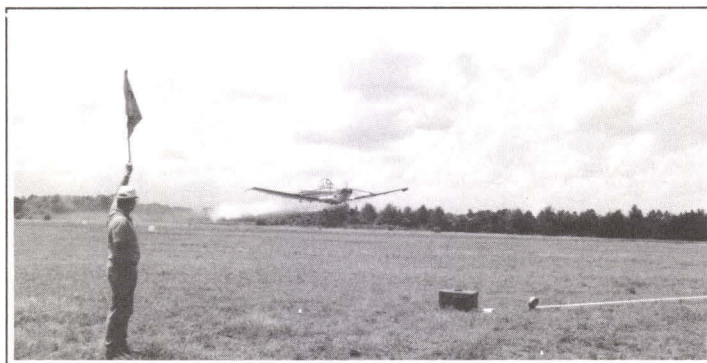
tors) are called, and that depends on the rain cycle and the insect population. If we have a good growing season, the ag-pilots will have a good year. They prosper when the farmers prosper."

Another topic was presented by Cecil Davidson of the FAA FSDO office on anti-drug programs.

Davidson suggested getting a copy of the actual Advisory Circular No. 121-30 with all the details on how to set up an anti-drug program, and said that starting your own drug program is not that difficult if some guidance is used. He urged applicators to contact Howard O'Neil of the FAA Security Office at (404) 736-7335 and the Office of Aviation Medicine Drug Abatement Program, 800 Independence Ave., SW, Washington, D.C. 20591, (202) 267-3410.

Underground storage tanks also worry agricultural pilots, according to Horton. "It's obvious that the underground storage tanks concern any pilot that has them and

Calibration fly-ins are held around the state to benefit agricultural applicators.



almost all of of them have them."

"They have to comply with the law that requires checking the integrity of the tanks and all the compliance comes into full effect in 1993 and depends on when the tanks were installed as to when they fall into compliance. And that can be quite costly. And that has them concerned."

Other subjects covered at the convention were: insect management, cotton insect management and the 1990 Boll Weevil Program, and a special report on an endangered species — the wood stork.

Fly-ins to calibrate specialized

spraying equipment, according to Horton have not been set but one should be held in early spring near Clio, S.C.

Horton added, "We'll also hold one in the Allendale-Barnwell area somewhere and there's a possibility of a special fly-in for the mosquito people, with the super DC-3 before the mosquito season, but it depends on their schedules."

Clemson has told the ag-pilots if at least three pilots will get together at a site a calibration fly-in will be held. They should contact Horton at 656-3111, Bob Bellinge or Fran Wolak at 656-4075.

State Economic Impact Study Underway

South Carolina is in for a real treat; an economic impact study is underway to study the impact of the state's aviation community.

Each airport will complete a written survey and will be visited by a staff member of Wilbur Smith and Associates.

Bob Zuelsdorf, senior vice president in charge of this study at Wilbur Smith, has begun the study. "The message we want to put out is that this study will produce a statement concerning the value of each airport to itself and surrounding community which will be useful statewide as well as to each individual airport."

Larry Rogow, with Wilbur

Smith added, "The basic purpose of the study is to tell the story of the target audiences about what economic benefits to the community at large are generated as a result of the activity at the airport."

Rogow said the benefits are "quantified by the total dollar amount of economic activity generated as a result of the initial expenditures at the airport, and how these dollars are re-spent as they pass through the community."

He said the study will, "identify the number of different major types of industries that are affected by the airport, and another interesting point is that it will demonstrate that these benefits are experienced

by a number of people who may never visit the airport."

The impact study will be a statistical collection for all people to see, not just airport managers.

According to Rogow, local airport owners and operators will be able to use this study as a communications tool, "by telling their story to their legislators. Their lawmakers will hopefully have a better understanding of the airport and be more willing to support more airport improvements and actions."

When completed, the study will contain summary reports for each airport for use as a public information piece.

FYI From the FAA

Winter Flying : A Cold Weather Refresher

Winter flying in most parts of the U. S. can adversely affect the flight operations. Poor weather with fast moving fronts, gusty winds, blowing and drifting snow, and icing conditions are just part of the conditions that require careful planning in order to minimize their effects.

The following is designed to refresh the pilot's memory in cold weather operations. Pilots should assure themselves that they have obtained adequate cold weather knowledge appropriate to the aircraft used and the geographical and weather environment. Winter flying is not particularly hazardous if the pilot will use a little caution and exercise good judgment.

The material presented here has been taken from many discussions of winter flying techniques with highly qualified pilots in various parts of the United States. Experience gained in accident investigations has also been included. It is produced in connection with the Federal Aviation Administration, Accident Prevention Program, as a reference for pilots desiring information on winter flying.

AIRCRAFT PREPARATION

If your home is located in a warm climate area, you may not have familiarized yourself with winterizing your aircraft. Most mechanical equipment including aircraft and their components, are designed by manufacturers to operate within certain temperature extremes and outline precautions to be taken to prevent premature failures.

Baffling and winter covers—Baffles are recommended by some manufacturers to be used in augment tubes. FAA approval is required for installation of these unless the aircraft manufacturer has provided the approval. When baffles are installed on an aircraft, a cylinder head tem-

perature gauge is recommended, particularly if wide temperature differences are to be encountered.

Engine Oil—The oil is extremely important in low temperatures. Check your aircraft manual for proper weight oil to be used in low temperature ranges.

Oil Breather—The crankcase breather deserves special consideration in cold weather preparation. A number of engine failures have resulted from a frozen crankcase breather line which caused pressure to build up, sometimes blowing the oil filler cap off or rupturing a case seal, which caused the loss of the oil supply. The water which causes the breather line to freeze is a natural by-product of heating and cooling of engine parts. When the crankcase va-

"Winter flying is not particularly hazardous if the pilot will use a little extra caution..."

por cools, it condenses in the breather line subsequently freezing it closed. Special care is recommended during the preflight to assure that the breather system is free of ice. If a modification of the system is necessary, be certain that it is an approved change so as to eliminate a possible fire hazard.

Hose Clamps, Hoses Hydraulic Fittings and Seals—An important phase of cold weather preparation is inspection of all hose lines, flexible tubings, and seals for deterioration. After replacing all doubtful components, be certain that all clamps and fittings are properly torqued to the manufacturers specifications for cold weather.

Cabin Heater—Many aircraft are equipped with cabin heater shrouds which enclose the muffler to portions of the exhaust system. It is imperative that a thorough inspection of the heater system be made to

eliminate the possibility of carbon monoxide entering the cockpit or cabin area. Each year accident investigations have revealed that carbon monoxide has been a probable cause in accidents that have occurred in cold weather operations.

Control Cables—Because of contractions and expansion caused by temperature changes, control cables should be properly adjusted to compensate for the temperature changes encountered.

Oil Pressure Controlled Propellers—Propeller control difficulties can be encountered due to congealed oil. The installation of a recirculating oil system and feathering system has proved helpful in the cold climates. Caution should be taken when intentionally feathering propellers for training purposes to assure that the propeller is unfeathered before the oil in the system becomes congealed.

Care of batteries—Wet cell batteries require some special consideration during cold weather. It is recommended that they be kept outside to prevent loss of power.

Wheel Wells and Wheel Pants—During thawing conditions, mud and slush can be thrown into wheel wells

"...oil is extremely important in low temperatures."

during taxiing and an takeoff. If frozen during flight, this mud and slush could create landing gear problems. The practice of recycling the gear after takeoff in this condition should be used as an emergency procedure only.

The safest method is to avoid these conditions with retractable gear aircraft. It is recommended that wheel pants installed on fixed gear aircraft be removed to prevent the possibility of frozen substances locking the wheels or breaks.



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AERONAUTICS COMMISSION**
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This Month...

Inside Palmetto Aviation

- Airplane Taxes: Arbitrary or Accurate?
- Columbia Metro has Terrific Tours
- Agricultural Applicators Fly Again

... and much, much more!

Eunice Laird of Hawthorne Aviation Retires

Not many people these days can boast employment with one company for more than 40 years, so when a certain secretary retired recently she caused quite a stir.

Eunice Laird, a staple employee of Hawthorne Aviation since December 1945, officially retired in December 1989. However, Laird wasn't so quick to leave her position and was back for more work in January.

"I just wanted to stay for the transition of Million Air," said Laird, who wanted to make sure the last days of Hawthorne Aviation were pleasant.

When she first began, she said, "During World War I, I was working for the Army Air Corp...

when the War ended I went to work for Hawthorne for Mr. (Bevo) Howard, and that was in Orangeburg. Then they moved to Charleston in 1947 and that's when I moved to Charleston, too."

"Miss Eunice" said, "I was secretary to Mr. Howard who was the owner of Hawthorne Aviation, then I was secretary to Vernon Strickland, chairman of the board, and I have acted as corporate secretary of Hawthorne Aviation and secretary to the general manager and the vice president and different corporate officers through the years."

Laird said the "joys of working a long time" kept her coming back day after day and year after year.

"It's interesting to keep in touch with customers I've known a long time. I love it when someone would come in I haven't seen in 20 years."

In a 1987 edition of Palmetto Aviation, when she was honored in a "Women in Aviation" exhibition at the Oklahoma Air-Space Museum, Strickland said of her, "I have never known her to refuse help to a fellow employee or customer. She has made more friends for herself and Hawthorne than any of the rest of us and has been a mainstay throughout most of Hawthorne's history."

"Miss Eunice" certainly has made an indelible mark on aviation in South Carolina and will be fondly missed.

This publication is printed and distributed by the South Carolina Aeronautics Commission in the interest of aviation safety and to foster growth of responsible aviation in the state. The viewpoints expressed in articles credited to specific sources are presented as the viewpoints of those writers and do not necessarily reflect the opinion of the South Carolina Aeronautics Commission.